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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

1. Electrification: Dispute between the Ministries of Railroads and Heavy Industry

On 25 February 1954, there was a meeting in the East German State Planning Commission building. The Second Deputy of the Chairman, Paul Strassenberger, presided, and the meeting was attended by high officials of the Ministry of Railroads, the Ministry of Heavy Industry, and State Planning Commission. The meeting was to settle a dispute between the two Ministries on the disposal of some 10 mw turbines from the former electrical plant at Mittelstein¹ station, now given back by the USSR; and the use of additional turbines for general power production still awaited from the USSR. The argument of the Ministry of Railroads was that the installations should be used entirely for further electrification of the East German railroads. The Ministry of Heavy Industry representatives appeared to have other uses for the installations in mind. In the course of the meeting, the following points were made:

- a. The 1952 contract between East Germany and the USSR resulted in delivery to East Germany of two large former railroad power stations, 5 smaller stations, and 185 locomotives with a total value of 180,000,000 eastmarks.

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- b. Electrification of the railroads is important to the whole economy because electrification of a stretch of 1,000 kms. saves 1,500,000 brown coal briquettes (sic);
- c. Restoration of the Muldenstein power station was begun in the third quarter of 1952. It is planned to install equipment generating 53.6 mw or at a maximum, 75 mw;
- d. Because East Germany could not provide the steel for the contact net (dlya kontaktnoy seti), the electrification of the Halle-Magdeburg line could not progress in 1953. The restoration of the Muldenstein power station and the fitting out of a repair shop for electric locomotives at Dessau, therefore, was given priority. At other places only preparatory work was done.
- e. Because the Ministry of Railroads can spend only 8,500,000 eastmarks for electrification in the year 1954, work on the power station at Muldenstein in effect must be suspended. Only such work is being done as is necessary for completion of the electrification of the Halle-Magdeburg line, which is planned for 1955.
- f. The meeting unanimously decided that the electrification must be accelerated. It was decided that the Halle-Magdeburg stretch of line must be ready by the second quarter of 1955, and that the whole stretch Leipzig-Halle-Magdeburg, including the Leipzig northern freight ring, must be open for traffic by the end of 1955.
- g. Table of the planned construction of the contact net of the various stretches of rail line and the dates when these lines should be completed for use:

<u>Stretch</u>	<u>Kms</u>	<u>Construction years</u>	<u>Date to be opened for traffic</u>
Halle-Magdeburg	95	1954/55	September 1955
Leipzig-Halle and the Northern Freight Ring	60	1955/56	December 1956
Leipzig-Altenburg	45	1957	September 1957
Altenburg-Karl-Marx-Stadt	93	1957/58	August 1958
Karl-Marx-Stadt-Dresden	82	1959	December 1959
Leipzig-Bitterfeld-Magdeburg	120	1960/61	September 1961
Leipzig-Halle-Weissenfels- Grossheringen	88	1961/62	May 1962
Grossheringen-Erfurt	63	1962	December 1962
Erfurt-Sangerhausen-Magdeburg	167	1962/63	October 1963
Bad Koesen-Jena-Saalfeld, Erfurt-Eisenach	160	1963/64	October 1964

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3. Tank cars in East Germany

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<u>Type</u>	<u>Description</u>	<u>2-axle 15-19 t.</u>	<u>3-axle 26 t.</u>	<u>4-axle 30-40 t.</u>	<u>Total</u>
0	Tanks for gasoline and diesel fuel. Freely disposable.	2526		60	2586
1	Tanks for thin clear liquids. Leased cars.	3035		526	3561
2a	Tanks for thick clear and dark liquids. Leased cars.	1940		444	2384
2b	Tanks for thick dark tar. Leased cars.	748		20	768
2c	Tanks for viscous dark tar oil Leased cars.	48		-	48
2d	Tanks for viscous dark insulators. Leased cars.	269		88	357
3a	Tanks without heating for sulphuric acid. Leased cars.	742		23	765
3b	Tanks with heating for sulphuric acid. Leased cars.	420		35	455
3c	Tanks with steel casing for corrosive acids. Leased cars.	22		-	22
3d	Tanks equipped for corrosive acids. Leased cars.	101		4	105
3e	Cars with vessels for hydro- chloric and nitric acid. Leased cars.	371		-	371
3f	Aluminium tank cars for acetic acid and formaldehyde. Leased cars.	260		-	260
4a	Cars for coal dust. Freely dispos- able.	43	285	3	331
4b	Cars for inflammable gas, propane, butane, ammoniac. Leased cars.	54		92	146
4c	Cars for chlorine gas.	135		18	153
4d	Tank cars with fittings for thin acids.	14		-	14
Cars not yet taken over from the SAG plants		746		187	933
				<u>Total:</u>	<u>13,259</u>

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6. The count of standard-gauge locomotives in East Germany on the inventory date of 23 March 1954 was:

Working park, including column locomotives (Kollonnenloks)	5,447
Damaged park (3.4%)	329
Foreign locomotives	<u>829</u>
Total	<u>6,605</u>

7. The damaged cars of the free and attached freight car park for workshops other than Bw (Bahnbetriebswerk) and Bww (Bahnbetriebswagenwerk) were distributed on the inventory day of 21 March 1954 as follows:

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Type	In the Plants	On Sidings (abstellgleisen)	On Working Sidings	Total
G	1,829	461	34	2,324
O	3,906	1,817	986	6,709
Pl	657	456	625	1,738
Z	684	554	292	1,530
Pwg	74	6	-	80
			Total:	<u>12,381</u>
			Plan:	5,540

8. Accidents in March 1954 on East German railroads were responsible for damage to the value of 110,934 eastmarks and were of these types:

Deraillments	540
Collisions	104
Collisions at railroad crossings	22
Fire damage	17
Miscellaneous	<u>21</u>
Total:	<u>704</u> cases

Comment: Sic; possibly Muldenstein.

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